

Intimations.

DAKIN BROS. OF CHINA, LIMITED.
DISPENSING CHEMISTS.
SELECT MEDICINAL PREPARATIONS.
ASTRINGENTS, DIARRHOEA & CHOLERA
REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed. Full directions accompany each bottle. Per bottle, 50 cents and 30 cents.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhoea. In bottles, 35 cents, 75 cents, \$1.50 and \$2.75.

Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhoea, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Basil (prepared from the ripe fruit of the *Egle Marmelos*). Of great service in Diarrhoea and Chronic Dysentery. Per bottle, 50 cents.

Dietetic Balm.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhoea and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED,
London, Hongkong, Amoy.
Hongkong, 12th August, 1890.

A. S. WATSON & CO., LD.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

**LARGE BOMBAY
"SODAS"**

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.
Whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—
PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila.

DEATHS.
At Shanghai General Hospital, on the 9th of August, 1890, suddenly, JAMES SLOAN, a native of Port Glasgow, Scotland, aged 30 years.

At No. 3, E-w Terrace, Shanghai, on the 9th August, 1890, KATHERINE, the beloved wife of Captain Robert Morton Andrew.

At No. 9, Nanjing Road, Shanghai, on the 10th August, 1890, ELIZA, widow of the late Captain John H. Wills, aged 58 years.

THE HONGKONG TELEGRAPH
HONGKONG, SATURDAY, AUGUST 16, 1890.

HORACE, in depicting in one of his famous odes on the characteristic habits of old age, says that it shines in history. The laudator temporis acti referred to by the Roman poet is by no means a rare specimen of humanity; it is to be found everywhere and under all circumstances. It appears to be a law of nature that the human mind, when nearing the end, should throw vivid gleams over its past career and take pleasure in the retrospect. Cities and nations are governed by the same law. It is a common practice with the inhabitants of decaying commonwealths to freely descant upon their past glories, leaving the present and the future to take care of themselves. A novel path has, however, been recently struck out by the scions of that decrepit colony located in our vicinity, yclept Macao. They still revel in prospective views of an imaginary future which they say is in store for the dilapidated city. Macao newspapers have times out of number given vent to these extraordinary prophetic vapourings about a probable

regeneration and new birth of the Holy City; and some months since a Shanghai paper, the *Progresso*, now, happily, defunct, followed the same path, by commencing a series of articles under the auspicious title "The Future of Macao." The general opinion entertained by travellers who have taken the trouble to study the subject, and by commonsense people generally, about Macao is that it is a hopelessly decaying colony, that the ungrateful parent, fair Lusitania does not possess sufficient vitality to keep its most distant dependency alive and going, and that consequently Macao will at no very far distant date be either re-absorbed by China, whose troops are even now encroaching on Portugal's treaty rights, or return to its primitive desolate condition, like so many other islands we see scattered about this part of the China Sea. The Shanghai journalist above referred to was of the contrary opinion, and he endeavoured to peep into futurity and predicted a glorious time to come for old derelict Macao. His castle in the air was built in this fashion. He maintained that Macao should be made the centre of a direct line of steam navigation to Mozambique in Eastern Africa, Timor in Polynesia, and Goa in India. From the exchange of the products of three colonies with the Chinese products manufactured or prepared in the neighbourhood of Macao, a considerable amount of commerce was anticipated to arise, and thus the Holy City was once more to assume a leading place among the Far Eastern marts. But this prophet entirely left the question of the harbour of Macao in the background; nor did he point out where the Portuguese capitalists were to be found who would venture to buy ships and form commercial companies with headquarters in Macao. He suggested that the Portuguese who are disseminated over Hongkong, Shanghai, and the other Treaty Ports of China and Japan, should form limited liability companies to run industrial establishments and engage in the shipping trade in the Holy City; but he forgot that the highly enterprising Lusitanians who flourish in this part of the world have not even been capable of starting a Steamboat Company of their own to run in the Canton river and between this great centre of trade and their great emporium—Macao. Thus, on an entirely hypothetical ground, the Shanghai *Progresso* oracle, who doubtless meant well, built up his Macao of the future, and called upon his patriotic readers to admire that new Lusitanian Jerusalem, sent specially down from heaven for the "chosen people."

It is needless to say that such hopes, so characteristically Portuguese, belong to the region of impossibilities, and have never been realised. And yet the future of Macao is by no means hopeless, if the useless traditions of the past were at once shelved and a policy of progress in accordance with modern requirements fearlessly entered upon and resolutely carried out.

TELEGRAMS.
OBITUARY.
LONDON, August 14th.

Cardinal Newman is dead.

PARLIAMENT PROROGUED.
The House of Commons, after protracted sittings, has finished the Supply Bill, and was prorogued on Tuesday.

LOCAL AND GENERAL.
H.M.S. *Mercury*, Capt. Balfour, left this port for Japan this morning.

THE August Sessions commenced on Monday. There are some half dozen cases.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE illiterate inhabitants of Portugal are officially stated at 80 per cent. of the entire population. There is a world of suggestion in this startling fact, when viewed in connection with Portugal's retrogression from the front rank of European nations.

A CORRESPONDENT ventilates a personal grievance in a short letter to us. He engaged a second-class cabin on the *Japan*, to return to Singapore, and when he went on board the captain told him that it had been let to somebody else. Pretty hard lines, but not unknown.

THE U.S.S. *Monocacy* left Shanghai on Saturday last for Ningpo. It appears that Chinese rowdies at that port are in the habit of visiting a Chinese theatre which is an American enterprise, and refusing to pay. As the Chinese authorities do not seem able or willing to interfere, the *Monocacy* has been sent to see that the interests of the American proprietor are protected.

THE *Comerco* of the 7th inst. says—This morning, when the Lottery was being drawn, a curious spectacle was witnessed. A man who was watching the drawing, seeing after some time that his ticket had not been drawn, and despairing of such an event, turned to a Chinaman and offered to sell it probably at half-price. The pagan closed with him, and a few moments later heard that the ticket had gained the second prize. The late owner banged his head against the wall and slunk away full of chagrin.

THE Victoria Recreation Club aquatic sports are to be held on the 5th and 6th proximo.

TIENTSIN is not alone in its floods, as Hankow and Kiating have also suffered, for on the 8th instant the water was flowing over the Hankow bund, and the race course was flooded, the watermark registering 46 feet 8 inches.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's extra steamer, *Canlon* and *Gentle*, the former left Bombay on the 14th inst. at 10 a.m., and the latter left Singapore yesterday at 5 p.m. for this port.

TO-MORROW morning between 9 and 10.30 o'clock, the steamer carrying the Bebel flag will alongside any vessel hoisting code pennant C to convey men ashore to St. Peter's Seamen's Church, returning about 12.30.

It has just been discovered that France pays every year the huge sum of £30,000 out of the public funds in subsidising newspapers. Of course, the first duty of the "kept" journals is to puff the Government, or, if that is too much to expect sometimes, keep silence—golden silence.

GAMBLING-HOUSES of a low and infamous character are greatly on the increase in the colony, and the police know all about them. Why are these dens not "broken up" by a simple made of the proprietors, who, by the way, are not all Chinese? Ill-natured reports about bribery in connection with the "force" are pretty general just now.

THE dignity of the Bench will need strongly propping up if the Senior Stipendiary extends his hospitality much further. On occasion he admits into the sacred *aranea* the very promising olive branches of our new Colonial Magistrate, who improve the shining light by laboriously practising shorthand. The effect is too suggestive of a night-school to be impressively dignified.

THE indifference displayed by H.E. Li Hing-chang at the partial destruction of the railway has evidently inspired the wits of Tientsin, where the following Express was circulated on the 5th instant:—

RAILWAY.
Tenders wanted for the removal of about 100 miles of railway, and the destruction of bridges, etc. Also for the purchase of the entire plant, including rails and machinery, suitable for switch-back railways or river improvement works.

A small quantity of light rails, which must also be disposed of, might be usefully employed in strengthening roofs and buildings in the foreign settlements. For further particulars, apply to RAILWAY COMMISSIONERS.

AMONG the pile of newspapers despatched to the last two or three days, says the *N. C. Daily News* of Monday last, *The Hingyit* left there for the North on the 2nd, and her commander, Captain Richard Andrew, was taken ill on the way up and by the advice of his brother-in-law, Captain Robert Andrew, was landed at Cheloo.

His wife went up to join him on Wednesday morning; but he died that night, and the first of the China Merchants' Company's steamers were at half-mast on Saturday out of respect to one of the most trusted and most generally popular of the company's captains. He was more than once sent home to bring out new steamers for the company, the last being his late command, the *Hingyit*. On Saturday his sister, Mrs. Robert Andrew, was taken away, a lady well known here, where she had resided for many years, and greatly liked and respected. Yesterday Mrs. Wills, another old resident of Shanghai, whose husband, it will be remembered, was on board the *Amoy*, which left Nagasaki for Shanghai, died on the 14th inst. and has never since been heard of. We are told that she had no opportunity of coming on board.

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Mr. Gutierrez, shipping clerk at the Harbor Office, produced the ship's articles, which showed that a man named Murray had signed on as a mate on the 15th April as able seaman, because he had no certificate.

Murray was called, and stated that the vessel arrived here on the 17th March last, and Capt. Hansen decided to leave on the 17th April. Witness had been acting as mate since February 1889, having been previously boatswain in other ships for five years, at a salary of \$25 a month. As acting mate he got \$30, then \$35, and then \$40. He had no certificate, and had been an able seaman for fifteen years. He signed on here in April last at a dollar a month, as able seaman.

His Worship asked why the defendant had acted as he did?

Mr. Johnson—Because with this man as mate he could not clear his ship, so he signed Duff on. Mr. Caldwell, for the defence, said that no doubt the gallant captain at the Harbor Office, in instituting these proceedings, thought he had got hold of what was metaphorically termed "a bit of fat," in the shape of a master who had snapped his fingers at the Shipping Ordinance. The two charges were certainly serious enough, if no explanation could be given, but simple evidence had been produced to show the defendant's *bona fides*. With respect to the first charge he submitted that the captain had telegraphed to Shanghai that he could not get a man, and was told to try Foochow. He found Duff, however, and agreed to give him \$100 and a first-class passage back if he would ship as mate to Foochow, which showed how determined he was to spare no expense to get a certificated mate. It had been suggested that Duff got the \$50 advance to sign on, and was then left behind through misleading messages, in order to save the other \$50 and the return passage. Where was the saving to the defendant? It was only a gain to the owner, while the captain ran all the risk. Was it not more likely that Duff deserted the ship on purpose than that the defendant would "cumshaw" him \$50 for signing the articles? With respect to the second charge, Mr. Caldwell submitted that there was not a scintilla of evidence in support of it—Duff did not ship; and the log simply recorded the fact.

Mr. Johnson, for the prosecution, urged that the defendant acted as he did in order to save \$50 and the passage money, his whole conduct showing premeditation. If Duff did not go on board when he was called, the defendant would have shipped. If the first charge was proved it followed that the second must be, also. What object had Duff, if he was hard up, in not going aboard and earning \$50 for a few days' work? None, on the contrary, he had to fear the return of the ship, and the accusation of getting the \$50 advance improperly. Yet he was here, at the same address, when the ship sailed, and with regard to the penalties, on the first charge the defendant was liable to six months imprisonment, or \$50 fine, or both; and with respect to the second, the maximum was six months imprisonment, or \$100 fine.

His Worship said that it was quite clear that the vessel left on the 17th April without a certificated mate, and he had only to decide whether that was done deliberately and maliciously, or a necessary act, in consequence of Duff's desertion. The witness Murray had admitted acting as mate for some eighteen months, having done so in other ships, and having previously been boatswain. In Hongkong he was prohibited from acting as mate, and he shipped as able seaman at \$1 a month before. Duff was engaged to take his place to Foochow, for \$100 and a return passage, but when he went off to join the ship he had gone afterwards anchoring outside for twenty-four hours, of which he was naturally ignorant. The evidence showed that Duff was not unwilling to go, but on the other hand there was obviously the motive of gain to influence the defendant in sailing without him. It was probable that he wanted his former mate, Murray, to keep the place, the vessel having

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A LITTLE while back we complimented the Surveyor-General on the way he had perfected the drains and prevented heavy rainstorms from doing any very serious damage. Now, we regret to say, we feel bound to point out to that urban official the desirability of changing from the jacks system of laying down the new drains. Querr's Road East. From Murray Barracks to the Ordnance Department half of highway—the only thoroughfare connecting Wanchai and the other eastern districts with the city—is half torn up, and pipes lie all around awaiting workmen. In the whole five hundred yards there were not twenty coolies at work to-day, although the perpetual crush of traffic and frequent collisions testified to the urgent necessity of hurrying the work up. Indeed, the whole road was blocked, and rickshaws had to actually run along the footpath for a considerable distance. If a double set of workmen had been put on during the day that would have been obviated.

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"Yes, my master gave me \$50 to pay to the Sik Kee shop, but as I got down into Lower Lascar Row, somehow, and there lost it in gambling I don't think it is right to charge me with stealing the money. I lost it—in gambling no doubt; but it was lost anyhow." Is what a cheeky young shop apprentice said to Mr. Robinson at the Police Court this morning, when brought up on charge of stealing \$50, the property of his master. After absenting himself from his master's shop for a fortnight this promising young "counter-jumper" coolly returned yesterday, took a light, went away up to the clock-loft and started to pack up preparatory to clearing altogether, but was, however, speedily handed over to the custody of a passing "slop" with the result that he is now going to "do" six months, and be placed in stocks outside his boss's shop for eight hours during his "time."

A LITTLE while back we complimented the Surveyor-General on the way he had perfected the drains and prevented heavy rainstorms from doing any very serious damage. Now, we regret to say, we feel bound to point out to that urban official the desirability of changing from the jacks system of laying down the new drains. Querr's Road East. From Murray Barracks to the Ordnance Department half of highway—the only thoroughfare connecting Wanchai and the other eastern districts with the city—is half torn up, and pipes lie all around awaiting workmen. In the whole five hundred yards there were not twenty coolies at work to-day, although the perpetual crush of traffic and frequent collisions testified to the urgent necessity of hurrying the work up. Indeed, the whole road was blocked, and rickshaws had to actually run along the footpath for a considerable distance. If a double set of workmen had been put on during the day that would have been obviated.

DEATH has been busy among Shanghai people the last two or three days, says the *N. C. Daily News* of Monday last. *The Hingyit* left there for the North on the 2nd, and her commander, Captain Richard Andrew, was taken ill on the way up and by the advice of his brother-in-law, Captain Robert Andrew, was landed at Cheloo.

His wife went up to join him on Wednesday morning; but he died that night, and the first of the China Merchants' Company's steamers were at half-mast on Saturday out of respect to one of the most trusted and most generally popular of the company's captains. He was more than once sent home to bring out new steamers for the company, the last being his late command, the *Hingyit*. On Saturday his sister, Mrs. Robert Andrew, was taken away, a lady well known here, where she had resided for many years, and greatly liked and respected. Yesterday Mrs. Wills, another old resident of Shanghai, whose husband, it will be remembered, was on board the *Amoy*, which left Nagasaki for Shanghai, died on the 14th inst. and has never since been heard of. We are told that she had no opportunity of coming on board.

Coupled with the entry in the ship's articles, which says that he received \$100 for the run to Foochow, \$50 of which were advanced, it looks as if he had made off with that amount.

Mr. Gutierrez, shipping clerk at the Harbor Office, produced the ship's articles, which showed that a man named Murray had signed on as a mate on the 15th April as able seaman, because he had no certificate.

Murray was called, and stated that the vessel arrived here on the 17th March last, and Capt. Hansen decided to leave on the 17th April. Witness had been acting as mate since February 1889, having been previously boatswain in other ships for five years, at a salary of \$25 a month. As acting mate he got \$30, then \$35, and then \$40. He had no certificate, and had been an able seaman for fifteen years. He signed on here in April last at a dollar a month, as able seaman.

His Worship asked why the defendant had acted as he did?

Mr. Johnson—Because with this man as mate he could not clear his ship, so he signed Duff on. Mr. Caldwell, for the defence, said that no doubt the gallant captain at the Harbor Office, in instituting these proceedings, thought he had got hold of what was metaphorically termed "a bit of fat," in the shape of a master who had snapped his fingers at the Shipping Ordinance. The two charges were certainly serious enough, if no explanation could be given, but simple evidence had been produced to show the defendant's *bona fides*. With respect to the first charge he submitted that the captain had telegraphed to Shanghai that he could not get a man, and was told to try Foochow. He found Duff, however, and agreed to give him \$100 and a first-class passage back if he would ship as mate to Foochow, which showed how determined he was to spare no expense to get a certificated mate. It had been suggested that Duff got the \$50 advance to sign on, and was then left behind through misleading messages, in order to save the other \$50 and the return passage. Where was the saving to the defendant? It was only a gain to the owner, while the captain ran all the risk. Was it not more likely that Duff deserted the ship on purpose than that the defendant would "cumshaw" him \$50 for signing the articles? With respect to the second charge, Mr. Caldwell submitted that there was not a scintilla of evidence in support of it—Duff did not ship; and the log simply recorded the fact.

Mr. Johnson, for the prosecution, urged that the defendant acted as he did in order to save \$50 and the passage money, his whole conduct showing premeditation. If Duff did not go on board when he was called, the defendant would have shipped. If the first charge was proved it followed that the second

Consignees.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAFLIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 13th August, 1890.

MOGUL LINE.

NOTICE TO CONSIGNEES.

S.S. "THORNDALDE,"
FROM GLASGOW, LIVERPOOL, PENANG
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at the risk into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 19th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 13th August, 1890.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBRO' AND SINGAPORE.

THE Steamship "TETARTOS,"
Captain W. Britting, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected. All claims against the steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 12th August, 1890.

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous may be secured by a payment at the rate of:—

£ 7	7	6	per quarter if commenced at age	(n.b.)	20
£ 8	14	2	.....	25	
£ 10	11	2	.....	30	
£ 13	4	10	.....	35	
£ 17	15	8	.....	40	
£ 27	12	6	.....	45	

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

ADAMSON, BELL & Co.,
Agents, Hongkong

982-2] STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889.

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 17th February, 1889.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000; \$833,333-33
EQUAL TO
RESERVE FUND.....\$318,000-00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1886.

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

8.—Arnhold, Karberg & Co.
26.—Alice Memorial Hospital.
41.—Adamson, Bell & Co.
18.—Butterfield & Swire.
35.—Brodie, Wm., Residence.
46.—Bell & Co.
47.—Dr. E. R. Kingsclere.
48.—Dr. E. R. The Eyre.

(Hartigan, Dr. Wm., Queen's Road.
2.—Cantile, Dr. J., Queen's Road.
3.—Cowie, Dr. Alex., Queen's Road.
1.—Cantile, Dr. J., Victoria Peak.
6.—C. & J. Telephone Co., Ltd.
10.—Chater and Vernon.
15.—Central Police Station.
22.—"China Mail."
30.—C. Borneo Co., Ltd., S. S. M., Bowington.
49.—Carlson & Co.
55.—Cowie, Dr. Alex.
12.—"Daily Press."
17.—Douglas, Lapraik & Co.
60.—Dunlop Bros. of China, Ltd.
2.—E. A. and China Telephone Co., Ltd.
66.—Ezra, N. N. J., Residence.
79.—Ezekiel & Joseph.
14.—Foster, F. T. P., Residence.
31.—Gibb, Livingston & Co.
44.—Government House.
75.—Gordon & Co., A. G., Praya Central.
76.—Do. Bowington.
80.—Government Civil Hospital.
20.—Hongkong and Whampoa Dock Co., Ltd.
25.—H. & W. Lock, Aberdeen.
27.—Holliday, Wise & Co.
28.—Holliday, J. F., Victoria Peak.
32.—The Hongkong Hotel, Public Telephone.
33.—Hancock, W. St. John H., C.E.
45.—Hughes & Erna.
64.—Holmes & Roddy.
67.—Hughes, E. J., Residence.
68.—Hirst, Chas., do.
74.—H. L. I. & Agency Co., Ltd.
77.—Ho Tung, Praya Central.
78.—Do. Seymour Terrace.
78a.—Do. Boham Strand.
81.—H. & K. W. & Godwin Co., Ltd.
23.—Jordan, Dr. G. P., Pedder's Street.
43.—Jordan, Dr. G. P., Residence.
30.—The Imports and Exports Office.
37.—Judd, Wm., Peak.
71.—Jardine, Matheson & Co.
72.—Do. Sugar Refinery.
5.—Linstead & Davis.
39.—Mackintosh, E., Residence.
71.—Millat, Marti y Miljans.
19.—P. & O. S. N. Co.
29.—Peak Hotel.
29a.—Peak Hotel & Trading Co., Craigieburn.
13.—Russell & Co.
51.—Ray, E.C.
52.—Sailors' Home.
61.—Toy Sing.
61.—Stevens & Co., Geo. R.
62.—Do. Residence.
69.—Stolterfoht & Hirst.
1.—"Hongkong Telegraph" Office.
9.—Hongkong and Shanghai Bank.
56.—Victoria Hotel, Public Telephone.
10.—Watson & Co., A. S., Ltd.
The Exchange is open day and night.

A. SANDFORD,
Agent.

Hongkong, 10th July, 1890.

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS
FOUNDERS, GOVERNMENT & GENERAL
CONTRACTORS, &c.

Established 1880.
Hongkong, 20th January, 1890.

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bond, Yokohama,
next door to
Farsari's Photographic Studio.

527] Farsari's Photographic Studio.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, upon their arrival in this HARBOUR, any of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1889.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.
NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.
CHURCH TRAM at 10.30 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars, Five-Cent Coupons and Reduced Tickets at the Office.

MACQUEEN, FRICKEL & Co.,
General Managers.

Hongkong, 10th April, 1890.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Bokhar	London	August 17th	P. & O. S. N. Co.
Glenhals	London	August 19th	Jardine, Matheson & Co.
Cwallen	Bombay	August 23rd	P. & O. S. N. Co.
Batavia	Vancouver	August 22nd	Adamson, Bell & Co.
Canton	Bombay	September 1st	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c. via Suez Canal	Oriental	P. & O. S. N. Co.	Aug. 21st, at noon.
London, via Suez Canal	Pallurus	Butterfield & Swire	August 20th.
London	Pakling	Arnhold, Karberg & Co.	About Aug. 18th.
Marseilles, via Saigon, &c.	Djemnah	Messageries Maritimes	Aug. 20th, at noon.
Bremen and Ports of Call.	Preussen	Messageries Maritimes	Aug. 27th, at 4 p.m.
Flume, via Straits, &c.	Medusa	D. Sassoon, Sons & Co.	Aug. 18th, at noon.
Havre, via Hamburg, &c.	Kriemhild	Gibb, Livingston & Co.	August 22nd.
New York, via Suez Canal	Benedict	Russell & Co.	About August 28th.
New York, via Suez Canal	Euphrates	Jardine, Matheson & Co.	Aug. 22nd, at 1 p.m.
San Francisco, via Y. & C.	Genesee	Pacific Mail S. S. Co.	Aug. 23rd, at 1 p.m.
San Francisco, via Y. & C.	Gaelic	O. & O. S. S. Co.	About Aug. 20th.
New Zealand	Kwaiyang	Butterfield & Swire	August 20th.
Not Darwin, &c.	Lombardy	P. & O. S. N. Co.	Aug. 22nd, at noon.
Singapore, Batavia, &c.	Amber	Jardine, Matheson & Co.	Aug. 19th, at 4 p.m.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	Aug. 19th, at noon.
Nagasaki and Kobe	Pathan	Adamson, Bell & Co.	Aug. 18th, at 4 p.m.
Nagasaki	Wormera	Wielers & Co.	Quick despatch.
Shanghai	Bokhar	Butterfield & Swire	August 18th.
Shanghai, via Amoy	Agamemnon	Jardine, Matheson & Co.	Aug. 18th, at 3 p.m.
Manila, via Amoy	Nanning	P. & O. S. N. Co.	To-morrow, daylight.
Haiphong	Clara	Douglas Lapraik & Co.	To-morrow, daylight.
Swatow, Amoy, &c.	Thales	Douglas Lapraik & Co.	Aug. 19th, at 11 a.m.
Coast Ports	Namoa	Douglas Lapraik & Co.	Aug. 18th, daylight.
Swatow	Nanshan	Hop Hing Hong	

Intimations.

Notice to Consumers
The PRODUCTS of
ORIZA-PERFUMERY L. LEGRAND
207, rue Saint-Honoré, PARIS

SOLD at: ORIZA-OIL, ESS-ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA
ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;
2. Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED
to live upon their reputation.

We warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firms of Perfumers and Druggists.
ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS.

GENERAL COMMISSION AGENTS
No. 11, Praya Central.
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION

FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., OF WOOD.

527] Farsari's Photographic Studio.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 17th February, 1889.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000; \$833,333-33
EQUAL TO
RESERVE FUND.....\$318,000-00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1886.

GENERAL NOTICE.

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HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1886.

GENERAL NOTICE.

To be Let.

TO LET.

No. 9, SEYMOUR TERRACE.

No. 7, SEYMOUR TERRACE.
No. 4, OLD BAILEY STREET.
OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 4th July, 1890.

TO LET.

FIRST FLOOR of No. 11, Corner Ice House Lane, Queen's Road.

For Particulars, apply to
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.
Hongkong, 11th August, 1890.

TO LET.

GROUND FLOOR No. 2, Blue Buildings.
1ST FLOOR No. 3, Blue Buildings.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st July, 1890.

TO LET.

TWO COMMODIOUS HOUSES in Carlton Terrace, Queen's Road East. Rent moderate.

Apply to
G. R. LAMMERT.
Hongkong, 1st July, 1890.

TO LET.

No. 3, MORRISON HILL.
Immediate Entry.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd April, 1890.

TO LET.

A HOUSE in WEST TERRACE.
Immediate Entry.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 3rd May, 1890.

TO LET.

TOP FLOORS of No. 21 & 23, P. Hing Street, suitable for Offices or Photographic Studio.

CARMICHAEL & Co.,
21 & 23, Pottinger Street.
Hongkong, 31st July, 1890.

TO LET.

TWO FLOORS of HOUSE No. 8, Stanley Street.

Apply to
ROZARIO & Co.
Hongkong, 10th July, 1890.

TO LET.

NOS. 21 and 35, ELGIN ROAD, behind the Old Union Church.

Apply to
ACHEE & Co.,
17, Queen's Road Central.
Hongkong, 19th June, 1890.

TO BE LET.

Just below Peak Flagstaff.

BAHAR LODGE—FURNISHED.
Apply to
HUGHES & EZRA.
Hongkong, 17th April, 1890.

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890.

For Sale.

FOR SALE.

IMPORTANT TO SPORTSMEN.

THE First-class Centre-board Racing Yacht "EVELYN."

In thorough repair. Has three bunks in cabin and every convenience for shooting parties.

Apply to
J. J. SPOONER,
Opium Farm.
Hongkong, 14th August, 1890.

WILL SHORTLY BE READY.

A SECOND EDITION OF THREE THOUSAND COPIES OF
"THE LAW OF STORMS IN THE EASTERN SEAS,"
(by W. Dobson, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and will be illustrated by lithographs showing the courses of the typhoons of late years. As the "Law of Storms" will have an extensive circulation throughout the East, it should prove a most convenient medium for advertisers. Terms can be learnt on application.

The pamphlet will be issued at One Dollar, and may be ordered from
Messrs. Kelly & Walsh, Limited, Hongkong.

"Lane, Crawford & Co."
"G. Falconer & Co."
"C. J. Gaup & Co."
"F. Blackhead & Co."
"Heinemann, Herbst & Co."
"More & Seimund."

Mr. W. Brewer.
The Hongkong Trading Co., Ltd.
Mr. M. F. de Silva, Canton.
Messrs. Mallet & Co., Macao.
Mr. N. Moalle, Amoy.
Messrs. Hodge & Co., Foonchow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Rev. S. J. Smith, Bangkok.
Messrs. Sayle & Co., Ltd., Singapore.
Messrs. Amédée Prince & Co., Paris & London.
or the
"HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill,
Hongkong, 7th August, 1890.